

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

Date of writing Report 31/1 1950 When handed in at Local Office 1/2 1950 Port of Bergen  
 No. in Reg. Book. 15820 Survey held at Stavanger & Bergen Date. First Survey 28/11-49 Last Survey 22/1 1950  
 on the Machinery of the Wood, Iron or Steel Sc. Sn. "KUL" (No. of Visits 16)

Tonnage { Gross 1310 Vessel built at Alloa By whom Mackay Bros. Year. Month. 1907-3  
 Net 760 Engines made at Glasgow By whom Hutson & Sons Ltd. When 1907  
 Nominal 149 Boilers, when made (Main) 1907 (Donkey) 1907  
 Horse Power }  
 No. of Main Boilers 1 Owners A/S. Th. Halvorsen Owners' Address ✓  
 No. of Donkey Boilers 1 (If not already recorded in Appendix to Register Book.)  
 Steam Pressure 180 LB/IN<sup>2</sup> Managers ✓ Port BERGEN Voyage Hammerfall  
 in Main Boilers 180 LB/IN<sup>2</sup> If Surveyed Afloat or in Dry Dock Both  
 in Donkey Boilers 80 LB/IN<sup>2</sup> (State name of Dock.) A/S. Rosenberg Mek. Verktsted.

Last Report No. Port  
 Particulars of Examination and Repairs (if any) Screwshaft damage & Boilers

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. 7.12.49)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined ✓

Was a damage report made by anyone else? If so, by whom? Underwriters' Surveyor

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " Yes

If not, state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

State latest date of internal examination of each boiler Main Boiler 16/1-50 Donkey Boiler 29/12-49 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 LB/IN<sup>2</sup>

Did the Surveyor examine the Safety Valves of the Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80 LB/IN<sup>2</sup>

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? None

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? ✓ Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 7th December State the wear down in the stern bush Negligible Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Main and donkey boiler examined internally and externally together with their mountings and all found or placed in good condition.  
 Safety valves of main and donkey boilers adjusted under steam to 180 LB/IN<sup>2</sup> and 80 LB/IN<sup>2</sup> respectively.

Back plate of starboard wing combustion chamber specially examined and found buckled between 4th and 6th. row of staybolts from bottom. Testholes were gauged at bottom to 1/16", between 4th & 5th. row 9/16" and between 5th. & 6th. row 9/16". It is recommended that back plate be specially examined next boiler survey.

Repairs due to wear and tear: - Back plate of port wing combustion chamber cropped between 7th. and 8th. row of staybolts from bottom and bottom part renewed for a height of 4'-11". New plate butt welded to remaining part of back plate. 39 staybolts in way of new plate renewed. 85 stay tubes and 135 plain tubes renewed. 3 steam space longitudinal stays renewed.

P.T.O.

## General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, ES 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.)

It is recommended that this vessel's machinery and boilers remain as now classed with fresh notations Screwshaft seen 12.49 and B.S. 1.50, subject to back plate of starboard wing combustion chamber main boiler being specially examined next boiler survey

Survey Fee (per Section 29) & BOILER REPAIRS Kr 220.-

Special Damage or Repair Fee (if any) Kr 120.-

Sunday & Late attendance fee Kr 170.-

Travelling expenses (if chargeable) Kr 427.-

London expenses Kr 3.-

Committee's Minute WED. 1 MAR 1950

Assigned As now, subject  
5.12.49 BS 1.50

Fees applied for

24/1 1950

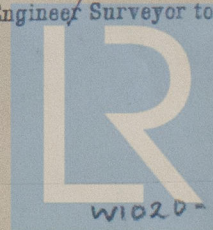
Kr 940.-

Received by me,

27/1. 1950

B. J. Witomski / J. A. Bide

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

W1020-0086



Boiler tested after repairs by hydraulic pressure to 175 LB./IN<sup>2</sup>.

Plate for backplate marked 5969 B 668.

Steamspare stays supplied by Klöckner, Hamburg and certificate signed 18/7-49 by Franz Schnell.

Donkey Boiler:-

Compensating ring in way of two mudholes built up by electric welding and doors made a good fit.

One mudhole door renewed.

It is alleged this vessel's shafting sustained damage due to a steel wire fouling the oil retaining gland at Stavanger on the 8th. April 1949.

This damage was not apparent until vessel was placed on slipway at Stavanger on the 28th. November last, when the gland was found somewhat leaking.

It was therefore recommended that screwshaft be drawn for examination.

Screwshaft subsequently drawn and examined.

Propeller, sternbrush and outside fastenings examined.

Repairs due to alleged damage:-

On examination the C.I. sternbrush was found fractured right round and parts of sternbrush were found solidly embedded on the screwshaft, which was badly scored in way of after bearing.

Shaft was taken to the shop, tried in lathe and turned down from 11<sup>3</sup>/<sub>4</sub>" to 11<sup>9</sup>/<sub>16</sub>" in way of after bearing and cast iron sternbrush renewed.

Oil retaining gland overhauled and placed in good condition.

Thrustshaft tried in lathe and the coupling bolts in way of forward flange renewed.

The whole shafting realigned.

On completion of repairs the machinery was seen under full working conditions and found in good running order.

One copy of Cert. B1 has been sent to the Oslo Surveyors.

S.A.E.